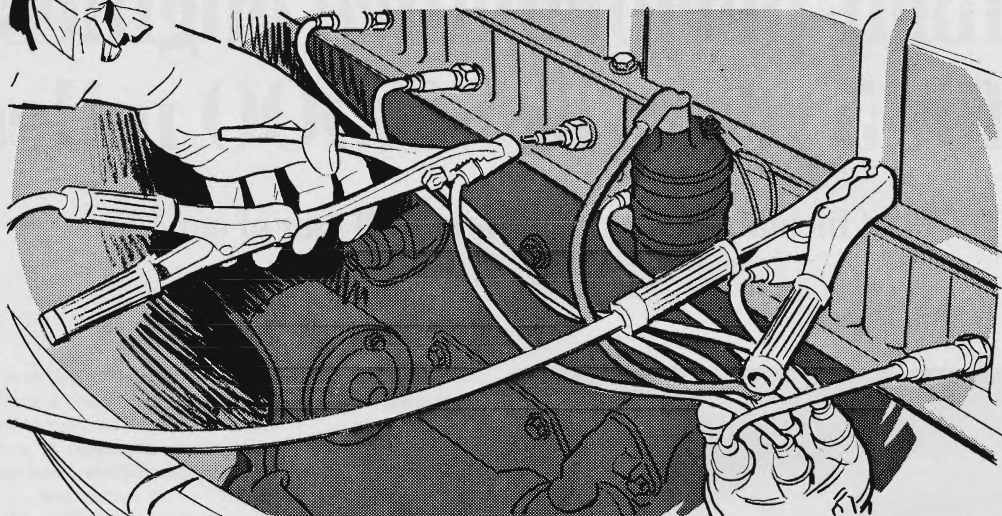




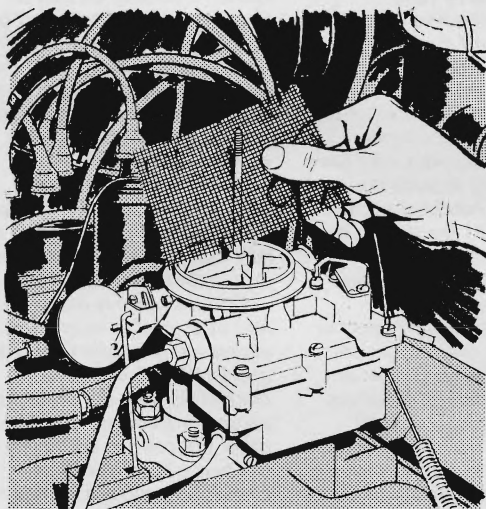
# Hints from the Model Garage

DRAWINGS BY  
DAN TODD

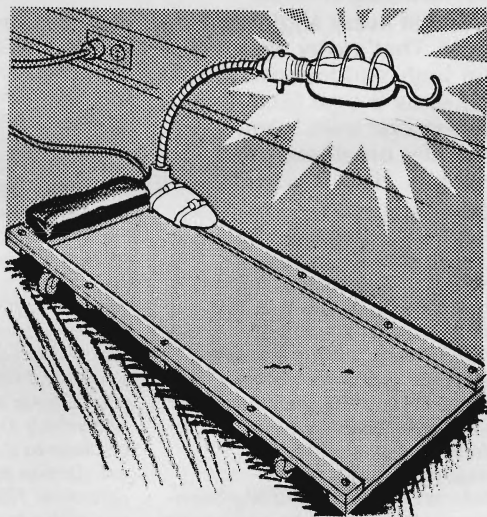


**When pulling spark-plug leads off the plugs, one by one, to test the spark or to locate misfiring, you can avoid electrical shocks by clamping one end of a battery jumper cable to a pair of pliers and the other end to a ground connec-**

**tion.** The plug leads can then be handled with the pliers. Any high-voltage leakage will be grounded through the jumper cable, not through you. If the leads are loose, an easier way to handle them is with the cable's alligator clips.

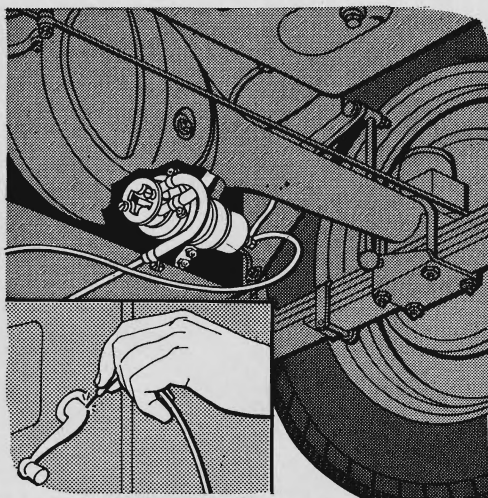


**When working on an engine while the air cleaner is removed, here's how to make sure you won't drop anything into the carburetor throat:** Shape a piece of wire screening to slip down over the air-cleaner hold-down bolt on top of the carburetor body. Don't forget to remove the screen before replacing the air cleaner.

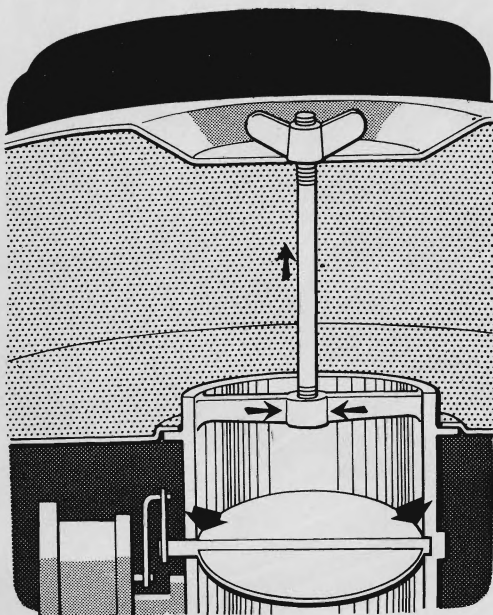


**A trouble lamp** permanently attached to your creeper board is a handy thing, and a gooseneck standard is perfect for the job. It gives steady light; it can be adjusted to any position to throw the light where you want it; and it is easily attachable—a simple metal strap or two will hold it securely in place on the board.

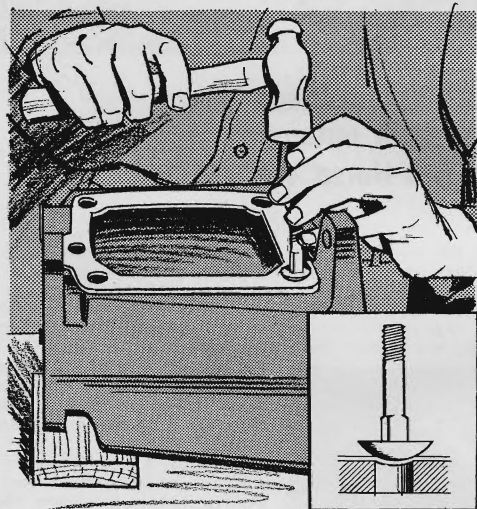
## More Hints from the Model Garage



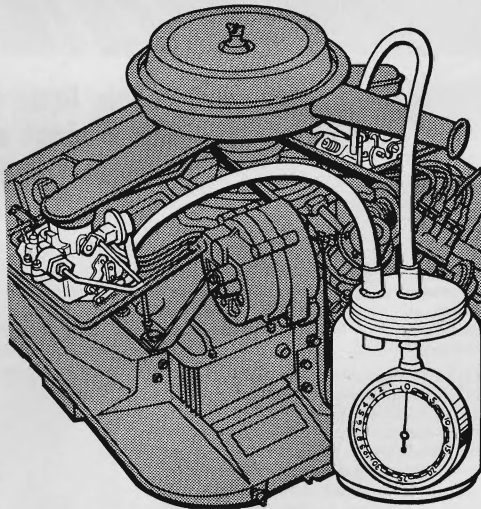
If the electric fuel pump on your sports car quits because the points overheat and stick, you can still make it to a repair shop. Run a length of insulated wire from the pump's hot terminal to the cockpit. Expose the other end and you can operate the pump manually by grounding it.



A sticking choke valve can be caused by contraction in the carburetor body near the intake port. Overtightening wingnuts that hold the air cleaners can force the port sides together (see arrows). When this happens, the choke valve can be filed or ground to a free fit.



You can put clean, accurate holes in a home-made replacement gasket by using the head of a carriage bolt as a punch. Hold the gasket material over the hole. The bolt will center itself on the hole and automatically give you the size hole you need when you tap on the bolt.



Only one vacuum gauge is needed to adjust twin carbs on Corvairs if it's placed inside a sealed jar, with two soldered fittings connected to the carburetor vacuum inlets (one with the gauge, the other to create partial vacuum). With a zero reading, you have perfect balance.